THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI G. VENKAT SWAMY): (a) Yes, Sir.

(b) Inclusion of cotton yarn in the list of essential commodities confers powers on Government of India for regulating the production, supply and distribution of cotton yarn including hank yarn for maintaining or increasing supplies or for securing their equitable distribution and availability in the Textile Industry including handloom sector.

(c) Government has no price control on cotton yarn. In order to make available adequate quantity of hank yarn to handloom weavers 'at
reasonable prices, Government of India has taken the following measures:—

(i) Loan assistance for setting up of weavers cooperative spinning mills for increasing the availability of hank yarn in the handloom sector;

(ii) Constitution of State Level Yarn Price Fixation Committees for regulating the prices of yam produced in the cooperative and state sector mills for supply to handloom weavers;

(iii) Scheme for supply of yam to handloom weavers at mill-gate prices and through the operations of National Handloom Development Corporation; and

(iv) Exemption from excise duty on plain reeled hank yarn.

Loss to Air India due to strike by flight engineers

*455. SMT. VEENA VERMA:
SHRI RAJNI RANJAN SAHU:

Will the Miinster of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 2488 given in the Rajya Sabha on the 16th March, 1993 and state:

(a) what are the details of the de mands of flight engineers of Air India and what is Government's reaction thereto; and

(b) the loss suffered by Air India as a result of the strike by the Air India flight engineers during the last week of February, 1993?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The main demands of the Flight Engineers of Air India are:—

(i) The Flight Engineer should be given three stripes on his uniform and a full wing equal to that of First Officer.

(ii) There should be a second Flight Engineer on long haul flights that are operated with an additional Commander.

(iii) Air India should introduce the concept of integrated cockpit crew and towards this end, provide training in line with the practice followed by other international carriers. Equally, management should agree on compensation for the enlarged role of the Flight Engineers-Government would like to see the end of the strike and restoration of normalcy at the earliest. The loss suffered by Air India owing to disruption of flights on account of the agitation is estimated at about Rs-thjrty crores during the period 27-2-03 to 23.3.93.

मध्य प्रदेश में माइक्रोवेव/डिजिटल माइक्रो टावर के माध्यम से सीधे डायल घुमाकर टेलीफोन करने की सेवाएं

*456. श्री दिलीप सिंह जूदेव : क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में उन स्थानों के नाम क्या हैं जहां पर केबल फिजिकल